

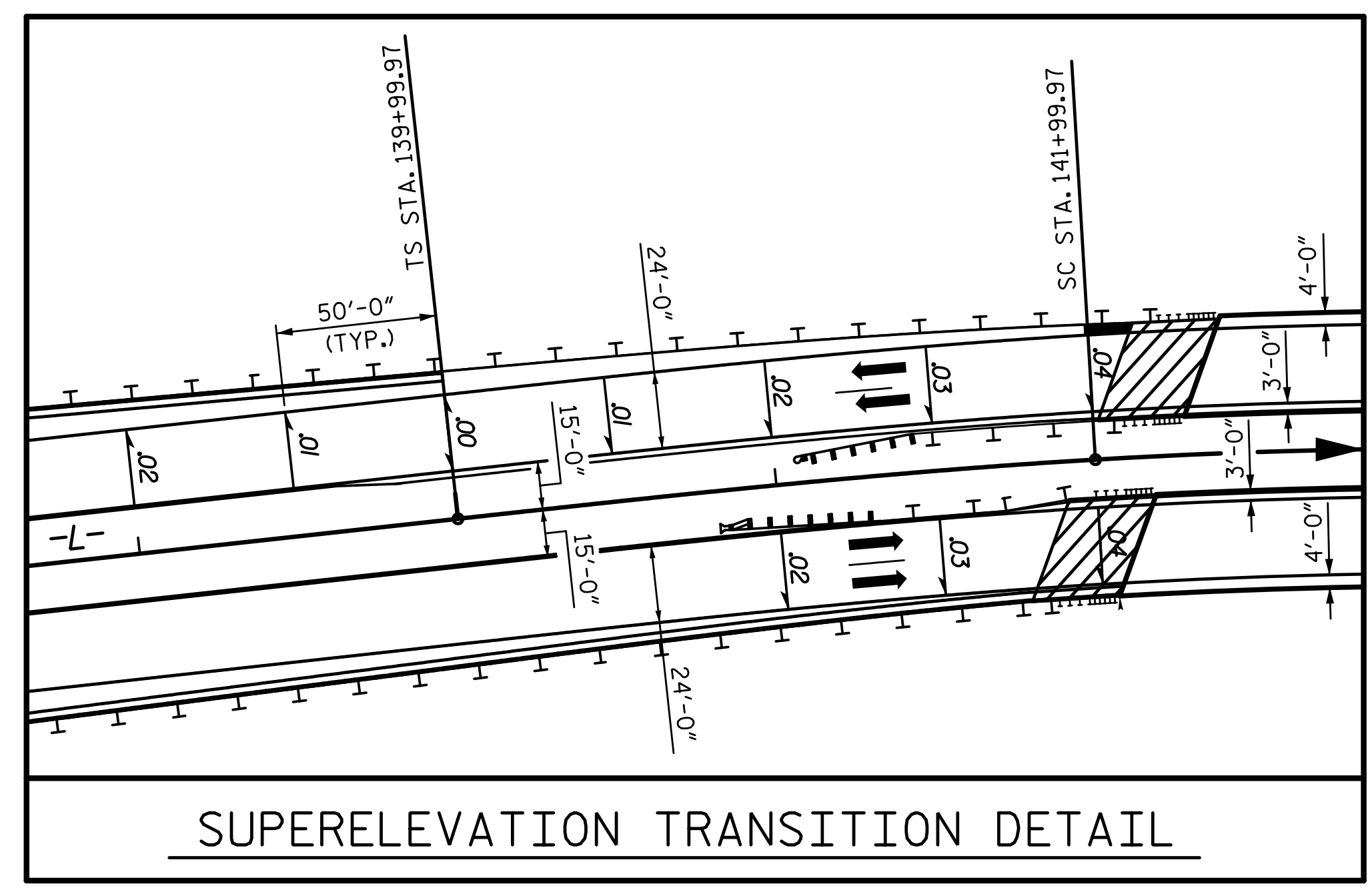
LOCATION SKETCH

TOTAL BILL OF MATERIAL

	FOUNDATION EXCAVATION	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	MODIFIED 72" PRESTRESSED CONCRETE GIRDERS		PILE DRIVING EQUIPMENT SETUP HP 12 X 53 STEEL PILES	HP 12 X 53 STEEL PILES		CONCRETE BARRIER RAIL	4" SLOPE PROTECTION	ELASTOMERIC BEARINGS	EXPANSION JOINT SEALS	ELECTRICAL CONDUIT SYSTEM FOR SIGNALS
	LS	SF	SF	CY	LS	LB	LB	NO	LF	EA	NO	LF	LF	SY	LS	LS	LS
SUPERSTRUCTURE		16869	15095		LS			16	1952.58				1026.2		LS	LS	LS
END BENT 1				43.4		7280				7	7	580		40			
BENT 1	LS			82.9		13165	1802			15	15	865					
BENT 2	LS			81.1		12987	1736			15	15	905					
BENT 3	LS			82.4		15132	2083			15	15	825					
END BENT 2				34.3		6204				6	6	570		50			
TOTAL	LS	16869	15095	324.1	LS	54768	5621	16	1952.58	58	58	3745	1026.2	90	LS	LS	LS

NOTES:

- ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.
- THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
- THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.
- FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.
- FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
- FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
- FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.
- FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.
- THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECTS REQUIRING UP TO 400 TONS OF REINFORCING STEEL, ONE 30 INCH SAMPLE OF EACH SIZE BAR USED, AND FOR PROJECTS REQUIRING OVER 400 TONS OF REINFORCING STEEL, TWO 30 INCH SAMPLES OF EACH SIZE BAR USED. THE BARS FROM WHICH THE SAMPLES ARE TAKEN MUST THEN BE SPLICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE, PLUS A MINIMUM LAP SPLICE OF THIRTY BAR DIAMETERS. PAYMENT FOR THE SAMPLES OF REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.
- THE ELEVATIONS AND CLEARANCES SHOWN ON THE PLANS AT THE POINTS OF MINIMUM VERTICAL CLEARANCE ARE FROM THE BEST INFORMATION AVAILABLE. PRIOR TO BEGINNING BRIDGE CONSTRUCTION, VERIFY THE ELEVATION(S) ON THE EXISTING PAVEMENT AND CHECK THE CLEARANCE. REPORT ANY VARIATIONS TO THE ENGINEER. ANY PLAN REVISIONS NECESSARY TO ACHIEVE THE REQUIRED MINIMUM VERTICAL CLEARANCE WILL BE PROVIDED BY THE DEPARTMENT.
- FOR MAINTENANCE AND PROTECTION OF TRAFFIC BENEATH PROPOSED STRUCTURE, SEE SPECIAL PROVISIONS.
- REMOVABLE FORMS MAY BE USED IN LIEU OF METAL STAY-IN-PLACE FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.
- THE RAILROAD TRACK TOP OF RAIL ELEVATIONS ON THE PLANS ARE FROM THE BEST INFORMATION AVAILABLE. PRIOR TO BEGINNING BRIDGE CONSTRUCTION, VERIFY THE TOP OF RAIL ELEVATIONS AND REPORT ANY VARIATIONS TO THE ENGINEER. ANY PLAN REVISIONS NECESSARY TO ACHIEVE THE REQUIRED MINIMUM CLEARANCE WILL BE PROVIDED BY THE DEPARTMENT.
- NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER.
- THE CLASS AA CONCRETE IN THE BRIDGE DECK SHALL CONTAIN FLY ASH OR GROUND GRANULATED BLAST FURNACE SLAG AT THE SUBSTITUTION RATE SPECIFIED IN ARTICLE 1024-1 AND IN ACCORDANCE WITH ARTICLES 1024-5 AND 1024-6 OF THE STANDARD SPECIFICATIONS. NO PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE COST OF THE REINFORCED CONCRETE DECK SLAB.
- FOR PLACING LOAD ON STRUCTURE MEMBERS, SEE SPECIAL PROVISIONS.
- WORK SHALL NOT BE STARTED ON BENT 3 UNTIL -Y16- ROADWAY SECTION HAS BEEN EXCAVATED.
- FOR ELECTRICAL CONDUIT SYSTEM, SEE SPECIAL PROVISIONS.



PROJECT NO. U-3109A
ALAMANCE COUNTY
 STATION: 146+61.35 -L-
22+02.76 -Y16-
 SHEET 6 OF 6

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

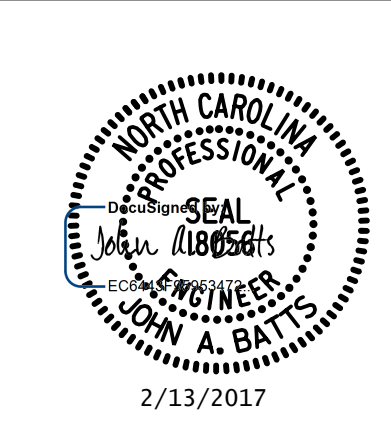
GENERAL DRAWING

FOR NBL BRIDGE ON NC 119 OVER HOLT ST., NORFOLK SOUTHERN RAILROAD (NSRR) AND US 70 BETWEEN SR 1972 AND SR 1921 (NBL)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			S03-6
2			4			TOTAL SHEETS S03-53

STR. #3

PLANS PREPARED BY:
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 LICENSURE NO. C-2521



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DRAWN BY: T. BANKOVICH DATE: 9-15
 CHECKED BY: J.A. BATTS DATE: 9-15
 DESIGN ENGINEER OF RECORD: J.A. BATTS DATE: 9-15